

# HIGH RAILWAY KILLED IN COLLISION

Former President James T. Harahan of the Illinois Central System One of the Four Victims.

## SPECIAL CAR CRUSHED BY THE ON-RUSHING LIMITED

Arms Torn Off and Top of Mr. Harahan's Head Was Cut Away—Three Investigations Started to Place Blame for Accident—Flagman or Engineer Responsible.

Centralia, Ill., Jan. 23.—The State of Illinois, the deputy coroner of Marion county and the Illinois Central Railroad company itself today began a three-fold investigation of the fatal collision on that railroad in which early today four men, high in the railway world, were killed at Kimmunity, 30 miles from here. In a private car of wood construction attached to train No. 25, the New Orleans express, four men were instantly killed and four other men in the forward end of the same car escaped unhurt.

The four victims of the wreck were sleeping in the rear end of the private car which was telescoped by the engine pulling train No. 5, the Panama limited, running 50 miles an hour. The dead were:

James T. Harahan of Chicago, former president of the Illinois Central.

Frank O. Melcher, second vice-president of the Rock Island railroad, whose car was crushed.

E. B. Peirce, general counsel of the Rock Island.

Edwidge E. Wright of Memphis, vice-president of a Rock Island bridge company and a son of Luke E. Wright, former secretary of war.

The trainmen injured were: Robert Stewart, engineer, and C. J. Bert, fireman, both of the limited; Jesse Gilbert, fireman of the express. They were taken to their homes in Centralia, Ill., where a fractured skull, Gilbert's hip was broken and Stewart is suffering from concussion of the brain.

**FLOWED THROUGH CAR.**  
The heavy engine, drawing a solid train of steel sleeping cars, plowed half way through the private car. The four other occupants, Byron B. Curry, secretary to Vice-President Melcher, Thomas Hubbs, local attorney of the Rock Island at Lake Rock, Ark., and two negro porters escaped with bruises after being buried in the debris.

Witnesses were examined by Deputy Coroner Grant Weathering and the inquiry was continued until Friday to enable the crew of the engine of the limited to testify.

The deputy coroner expressed the opinion that the responsibility lies between Stuart and Flagman Henry J. Broecker of the express, who lives in Chicago.

The bodies of the four victims were mutilated. Their arms were torn off and the top of Mr. Harahan's head was cut away. The car was reduced to junk. Citizens of Kimmunity aided the train crews and passengers in removing the debris from the track.

Friends of the officials took the bodies of Mr. Harahan, Mr. Melcher and Mr. Peirce to Chicago. Mr. Wright's body was taken south to Memphis.

Broecker testifying at the inquest said he was riding in the next to the last car on the express, and that when it stopped at Kimmunity, 30 miles north of here for water, he ran back with his lantern and a black and a half to the rear gave the on-rushing limited a signal. He testified his signal was answered by the engine by two blasts of the whistle.

**GOING TOO FAST TO STOP.**  
Stuart, it was said, applied the brakes, but the train was going at too great a speed to be stopped. The force of the collision was so great that the standing train, with brakes locked, was shoved 30 feet ahead.

Passengers on each train escaped with slight injuries caused by the sudden stopping of the trains.

Conductor John H. Brainerd of Chicago of the express corroborated the testimony of his flagman. At Kimmunity he testified that he told the flagman that the limited was less than 10 minutes behind and to make a quick run to the rear when the train stopped at Kimmunity for water.

Indirectly the cold weather, it was said, may have been a contributing cause of the wreck. All trains, according to an announcement, are under orders to stop at Kimmunity for water because of the shortage of water along the road caused by the cold. A freight train, immediately ahead of the express, delayed it in getting water as soon as was expected.

Superintendent R. W. Baxter of the Illinois Central arrived here today and said the road will hold a public hearing to determine the cause of the collision.

A. R. Layman, inspector for the state board of railroad and warehouse commission, visited the scene tonight and will make his report to-morrow when the board's hearing will begin. Testimony at the inquest will be by the State board.

Broecker, while testifying, advanced the statement that the townsmen at Edgewood failed to hold the limited 20 minutes after the express had passed but Superintendent Baxter said there is no night operator at Edgewood.

The two trains were combined and proceeded south two hours after the wreck.

**RECALLS HARRIMAN-FISH WAR.**  
New York, Jan. 23.—James T. Harahan came to the presidency of the Illinois Central railroad in 1906 through the influence of E. H. Harriman, who had, after a long fight, succeeded in ousting Augustus Fish from the presidency.

This fight had its beginning late in 1905, according to the late E. H. Harriman, who, testifying before the interstate commerce commission, alleged that Mr. Fish had been using his position as president of the Illinois Central "to further his own personal interests."

**CHITTENDEN COUNTY TRUST CO.**  
114 CHURCH STREET, BURLINGTON, VT.

We solicit new accounts—and would be pleased to have you call and talk over your banking requirements with us.

E. J. Booth, President. F. D. Worthen, Treasurer.  
John J. Flynn, Vice-President. Harrie V. Hall, Asst. Treas.

4 GUARANTEED ALL DEPOSITS TAX FREE

## TRAINS WERE TOO CLOSE TOGETHER MUCH FOR C. N. A.

Flagman Did Not Have Time to Give Limited Sufficient Warning.

Champaign, Ill., Jan. 23.—Although no decision was reached today by the board of inquiry into the wreck on the Illinois Central railroad at Kimmunity, Ill., enough evidence was obtained to indicate that responsibility for the accident was due more to human fallibility than to mechanical devices. The inquiry is being conducted by a joint board composed of representatives of the State, the railroad and the interstate commerce commission and technical experts. Further hearings probably will be held in Chicago to-morrow.

Testimony of trainmen showed that the Panama limited, which ran into the private car of Second Vice-President F. O. Melcher of the Chicago, Rock Island & Pacific railroad, in which he was with former President J. T. Harahan of the Illinois Central and two other railroad men were killed, was following the New Orleans express, to which the car was attached, too close for safety. It was testified that only three minutes intervened while they were supposed to be running 10 minutes apart on the schedule.

The theory that defective air brakes on the limited were the chief cause was exploded by the testimony of Engineer Stuart, who declared the brakes on his engine and train were working perfectly.

John H. Brainerd, conductor of the New Orleans express, said he had cautioned his flagman at Kimmunity to look out for the Panama limited. He said he did not worry as he had confidence in the flagman. He was extended to learn later that the flagman had not gone back more than 10 feet before the crash came.

**FLAGMAN WAS CRASHED.**  
Harry J. Broecker, the flagman, described his attempt to flag the Panama limited. He said:

"I was scared when I looked back and saw the headlights. I did not run back more than 10 feet, as I was in danger. The limited seemed to be three-quarters of a mile or a mile away."

Broecker admitted that Conductor Brainerd had cautioned him about the limited. He felt sure he had run back more than 10 feet but said it was difficult to make time over the tracks.

He also felt he could accomplish more by signaling than by running back.

Robert Stuart, engineer of the Panama limited, took the stand with his face veiled in bandages. He said:

"I could not see the tail lights of train No. 25 (the express) because of the steam. I saw only the west light and supposed it was the interlocking signal. It was too late to stop when I saw the danger lamps. I could have seen a signal for miles. I could have stopped in 200 feet more."

Engineer Stuart said his appliances were working perfectly. He asserted he had no doubt the wreck would have been avoided if the trainmen on the express had set out a fuse to warn him.

The inquiry board to-night went to Kimmunity to inspect the scene of the wreck during the same hour at which the accident occurred.

**BUTTER DROPS 3 CENTS.**  
Elgin, Ill., Jan. 23.—The break in the cold wave and an increased output from the creameries were declared responsible for a three-cent drop today in the butter quotation, which a week ago was placed at 40 cents, an advance of four cents.

Interested persons also commented that during the week the hearing of the injunction suit against the Chicago butter and egg board had been resumed by the federal authorities and particular reference had been made in the hearing before Master in Chancery Morrison to the connection of the Chicago board members with the Elgin board of trade which announces the official butter quotations.

**OLEO BILL INTRODUCED.**  
Washington, Jan. 23.—An oleomargarine bill, which would re-name all butter substitutes as "margarine," would reduce the tax to one cent a pound and probably lower the price of butter substitutes, was introduced today by Representative Leever of South Carolina, chairman of the House sub-committee on agriculture, which has been investigating the subject.

The measure embodies the sub-committee's views based on its inquiry and on advice from the internal revenue bureau. The revenue under the present law approximates \$20,000 and treasury officials estimate that at the uniform rate of a cent a pound more than \$1,000,000 in revenue will be raised.

It is pointed out that the 10 cents a pound tax has been pretext for a high price for the foodstuff and that with butter prices soaring in the markets every where the measure would benefit the immense number of people who knowingly use the substitute.

The bill would require margarine to be put up only in original packages of one-half and one pound, to be conspicuously marked "margarine" with heavy penalties for renewing the revenue stamp. The one-cent tax would be against the present 10 cents a pound for colored margarine.

The name of Theodore Roosevelt as its candidate for the presidency has been restored to the head of the editorial columns of the Pittsburgh Leader. Four months ago it was removed at the request of the colonel himself.

**THIS MAN NEVER KNEW HE HAD TWO HEARTS.**  
Rochester, N. Y., Jan. 23.—John Dent, who is in the general hospital for an operation, was yesterday discovered by the physicians to have two fully developed hearts, one on each side of his chest. Mr. Dent is 57 years old and has never suspected that he was abnormal in any way.

Physicians say that Mr. Dent's case is without precedent in medical annals. An X-ray photograph of the double heart was taken. He was taken to the hospital Saturday suffering from hernia.

**DISTRICT COURT IN SESSION.**  
Rutland, Jan. 23.—Judge Martin of Rutland held a brief session of the United States district court here this afternoon and naturalized the Rev. Constant Brubaker of St. Johnsbury. An adjournment was taken until to-morrow morning when criminal business will be taken up.

## ROYAL TROOP DOWN ON THE CITY

Given Night View from Top of Highest Office Building in the World.

Lunch with Roosevelt, Visit Art Galleries of J. P. Morgan and

Ars Mobbed by Friend.

New York, Jan. 23.—The royal trio of Cornwallis, the duke, duchess and Princess Patricia, had their first opportunity today and tonight to make something like an intimate acquaintance with American life. They viewed it in at least three distinct phases.

From the tower of the highest office building in the world they surveyed the forest of downtown skyscrapers, and with the aid of glasses they viewed the entire metropolitan district for 30 miles around.

At the foot of the tower after they had shot down 18 floors in an elevator they came face to face with their first American mob. More than 100 persons lined the sidewalk and the crowd pressed forward to catch the hair of the royal highness. By mere force the party made its way to automobiles.

Tonight the royal visitors made the acquaintance of nearly 200 members of New York society at a ball in the home of Ambassador Reid.

The impressions which New York life has made upon the duke and duchess are not yet in the explanation that the city has changed wonderfully since his visit here as Prince Arthur in 1892. He has given an interview, but he has seen much of the New York newspaper men, especially the photographers who have shadowed him and the duchess and the pretty princess with snapshots at every turn.

The party's trips today included a visit to the private art galleries of J. P. Morgan, where innumerable art treasures, which the wealth of the American financier has captured from Europe, were viewed with interest.

This visit was followed by a luncheon at the Hotel Hamilton at which Ambassador Reid presided.

The formal dinner at the Reid's tonight was set for about 60 persons and later nearly 200 members of society gathered for a dance.

The Reids, displeased with reports that the invitations to the function had been sent out with a view to pick the real elite of society and to work the elimination of all others, declined to allow the list of guests.

**WASHINGTON IN A FLUTTER.**  
Washington, Jan. 23.—White House plans for the reception of the Duke and Duchess of Cornwallis and Princess Patricia tonight, although President Taft and his cabinet conferred on the matter while Assistant Secretary of State Munro, Wilson and Major A. W. Butt, the President's military aide, were discussing arrangements. At the White House it was said that the final arrangements probably would not be made public until Thursday.

It was learned, however, that the duchess and the Princess Patricia probably would not come to Washington, but that the reception of the duke, it was said, would last for over a few minutes. The time of his arrival here has not been definitely determined but from the usual station he will be taken immediately to the British embassy and then direct to the White House.

After his reception by Mr. Taft he will be driven back to the embassy, where he will be the guest of Ambassador Bryce at dinner. It was said tonight that the duke probably would leave Washington for New York late Thursday night. While in Washington a number of matters will form an event of honor for the visitor.

In the meantime social Washington has been buzzing with gossip about the coming visit. There was much discussion today as to whether President Taft and Mrs. Taft would receive the duke and Secretary Knox and Ambassador Bryce only present, or whether members of the cabinet and the wives would be added to the White House to stand in the receiving line. It was stated that the whole matter was in the hands of Mrs. Taft.

Mrs. Bryce so far has not made public the list of guests for the dinner at the embassy. It was announced that invitations were issued a month ago for a dinner there Thursday night and that those originally invited will meet the duke. There were about 30 invitations to this affair. It is probable that a reception for diplomats and government officials will be held at the embassy following the dinner. Invitations will be issued to this reception.

**MAOK NAMES COMMITTEE.**  
T. H. Brown of Rutland among Those to Arrange Convention.

New York, Jan. 23.—Chairman Norman B. Mack of the democratic national committee today announced the committee on arrangements for the democratic national convention to be held at Baltimore on June 25.

According to a resolution adopted by the democratic national committee at its recent meeting at Washington, Chairman Mack, Vice-Chairman P. J. Hall of Nebraska and Secretary T. W. Woodson of Kentucky are ex-officio members of the committee on arrangements. Those appointed to the committee by the chairman are as follows:

Joseph Daniels of North Carolina, Clark Howell of Georgia, John T. McGraw of West Virginia represent the South Atlantic States; R. M. Johnston of Texas represents the southwestern States; Martin J. Wade of Iowa, Edwin O. Wood of Michigan, Oscar C. Sullivan of Illinois and Thomas T. Hart of Indiana represent the middle western States; Robert Ewing of Louisiana represents the Gulf States; Robert S. Hildreth of New Jersey and Thomas H. Brown of Vermont represent the eastern and New England States; Former Governor J. E. Osborne of Wyoming represents the Rocky Mountain and Pacific coast States and J. P. Talbot of Maryland.

I have gone over the hotel question with Mr. Grath," said Mr. Mack. "and I believe that Baltimore is amply able to handle the crowds."

In speaking of rumors circulated in other cities to the effect that Baltimore hotels are already taken to their utmost capacity by those who have made reservations and that prices are to be raised, Mr. Crain, chairman of the Baltimore arrangement committee, said:

"Baltimore will entertain with genuine southern hospitality every visitor to the convention. There will be no increase in price."

**ELEVEN P'SSED STATE PHARMACY EXAMINATIONS.**  
Larre, Jan. 22.—According to the announcement made today by D. P. Davis of this city, secretary of the State board of pharmacy 11 candidates were successful at the recent examinations held before the board in Montpelier. Four have emerged from the examination as full-fledged pharmacists, three have been granted certificates qualifying them as assistants, while four received certificates after being issued to candidates who have successfully completed the examinations required in other States. Warren J. Cummings, who is employed in C. H. Kendrick's drug store, was the only Bare boy to receive a certificate qualifying him as a pharmacist. Other candidates passing the full examination were as follows: J. H. Legendre of St. Johnsbury, Harry W. Drew of Hardwick and M. T. Stone of Northfield.

Assistants' certificates were granted to the following: F. A. Blossom of Rutland, Albert E. Cox of Hardwick and Sidney E. Sweet of Burlington. Reciprocal certificates have been forwarded as follows: C. H. Skinner of Windsor, who passed the examination prescribed in West Virginia; James A. Brox, Frank T. Crane, E. Lester Cowan, who qualified for pharmacy in the State of Maine.

A bill providing for government ownership of telegraph lines, with no immediate decrease in rates, has been introduced by Representative Carey of Wisconsin. The bill would place the telegraph systems under the supervision of the postoffice department.

Shut down for six months because of unsatisfactory business, the American Veneer company at Barre, R. I., has reopened its mills with 250 operatives.

## BURLINGTON SAVINGS BANK

INCORPORATED 1847

Deposits		January 1, 1850	Surplus
3,710.12	January 1, 1860	1,850	56.34
23,750.25	January 1, 1870	1,860	214.57
263,799.55	January 1, 1880	1,870	9,812.93
1,187,609.36	January 1, 1890	1,880	43,269.43
2,121,207.11	January 1, 1900	1,890	170,238.51
7,000,561.09	January 1, 1910	1,900	330,685.37
13,386,483.54	January 1, 1912	1,912	911,262.26

Business can be transacted by mail as well as in person. All deposits are held in confidence.

No money loaned to any officer or trustee of the bank. All correspondence should be addressed, and checks made payable, to the BURLINGTON SAVINGS BANK, Burlington, Vt.

C. F. Smith, President.  
Henry Greene, Vice-President. F. W. Ward, Treasurer.  
F. W. Perry, 2nd Vice-President. E. S. Isham, Assistant Treasurer.

TRUSTEES:  
The five executive officers and J. L. Barnston, Wilfred Crane, A. G. Whittemore, W. B. Howe.

## CONSERVATION

about which we read so much these days does not stand on a new idea. Banks have been the conservators of the savings of public for ages and the profit returned to depositors been a great incentive to thrift.

We pay our depositors approximately four-fifths of amount their money earns. A liberal deal surely.

**The Burlington Trust Co.**  
CITY HALL SQUARE—NORTH

## 4% Interest has been FOUR PER CENT, since Jan. 1, '07

**WINOOSKI SAVINGS BANK**  
Winooski, Vt. (Winooski Bank, Inc., 1907) Organized 1893  
DEPOSITS ARE SAFELY MADE BY MAIL  
By check, draft, cash or express money order.  
Interest is credited by national letter of account.

This bank pays interest and the taxes on all deposits. Vermont Mortgage Loans collected at reasonable rates.

OFFICERS:  
Ormond Cole, President. Ormond Cole, Emory C. Mower, Emory C. Mower, 1st Vice-President. Orman P. Ray, C. H. Shipman, Orman P. Ray, 2nd Vice-President. Orman P. Ray, Treasurer.

4% Deposits on or before Feb. 5 draw int. from Feb. 1

## HOME SAVINGS BANK

This bank is for the benefit of those who wish to save their money. We solicit a portion of your deposits and will pay the same dividends as are paid by other banks.

C. S. ISHAM, President, Burlington, Vt. N. K. BROWN, Treas.  
OUR FIRST MORTGAGE FARM LOANS  
have proven a safe and profitable investment for Savings Banks and individual investors for more than 25 years.

We confine our loans to the very best agricultural sections, and personally inspect every farm before making the loan. We invite the closest investigation. All business with our investors held in confidence. Correspondence solicited. Vermont references furnished.

GEO. K. WILLIAMS & COMPANY,  
Oklahoma City, Okla.

## 6% MORTGAGES 6% Blotting Paper

in all colors.  
AT FRANK JONES STORE

## HOWARD NATIONAL BANK

BURLINGTON, VERMONT.  
Capital, \$300,000. Surplus and Profits, \$200,000

A general Banking business transacted.  
Foreign Exchange issued and remittances made to all foreign countries.  
Interest paid on time deposits.  
Safe deposit boxes to rent.

DIRECTORS:  
F. E. BURGESS, ELIAS LYMAN, A. G. WHITTEMORE, H. T. RUTTER, HUGH McLEAN.

OFFICERS:  
F. E. BURGESS, President. ELIAS LYMAN, Vice-President. H. T. RUTTER, Cashier. H. S. WEED, Assistant Cashier.

## City Trust Company

Burlington, Vt.  
Office with HOWARD NATIONAL BANK  
4% INTEREST paid on deposits free from all taxes.

believe that Baltimore is amply able to handle the crowds."

In speaking of rumors circulated in other cities to the effect that Baltimore hotels are already taken to their utmost capacity by those who have made reservations and that prices are to be raised, Mr. Crain, chairman of the Baltimore arrangement committee, said:

"Baltimore will entertain with genuine southern hospitality every visitor to the convention. There will be no increase in price."

A bill providing for government ownership of telegraph lines, with no immediate decrease in rates, has been introduced by Representative Carey of Wisconsin. The bill would place the telegraph systems under the supervision of the postoffice department.

Shut down for six months because of unsatisfactory business, the American Veneer company at Barre, R. I., has reopened its mills with 250 operatives.